#### DIVIDED AGAINST ITSELF.

REAL ESTATE EXCHANGE MEMBERS DIFFER ABOUT RAPID TRANSIT.

TWO MEMORIALS TO THE COMMISSIONERS, ONE FAVORING AN ELEVATED EXTENSION AND

two hours and a half. At one end of the feeter plank sat the representatives of the committee of iwenty-five appointed under the resolutions which chairmen Henry R. Beekman, of the regular meelleg appeal, which he disregarded. The other end of the

to protest against Mr. Beckman's action in declaring

esion of the Manhattan system might lead

committees, he declined to serve on either. It

uld expostulate with large freedom, and with

elves ejected through a side door, but that were up three flights of stairs, on a fourth small room, and that there were risks

Mr. Stefnway called the meeting to order. His as and Eugene L. Bushe, were in their places, lifehard V. Harnett arose and offered a memorial on behalf of the

Committee of Twenty-five which was read sloud. In

The meeting which appointed the committee was unahimous in insisting that it was the duty of your honerable body to find both an invanediate and permanent renesty for the existing exils.

As an impediate remain, it was considered that

Edson, Fordham Morris, S. Van Rensselaer Cruger, George L. Fisher, George C. Holt, J. Ridnelaeder

and William H. Blackwell.

or the city shall be tinckly populated. We do not believe that such a wrong as the should be perpetrated
upon the people.

We do not believe that any underground system
can be constructed by private capital; the interests
opposed to it are too strong and too active. The
city only can undertake it and accomplish it better
than any one clse. Through its high credit it can
obtain capital 50 per cent chesper man any private
individual or corporation. The usual intermediary,
a construction company, with its dermands for profit,
can flui no place in the plan. Stock jobbery and
stock watering would be out of the question. The
city, again, can and must build in edvance of present
traftic requirements; it can and must build for advancement; in directions which private capital, always
der anoning is mediate proof, would show. Propertyowners damaged by construction of the road would
have the best of all security for their just claims.
The road would be under the management of the
people using it, and could be run first lost and all
the time in the interests of the metropolis and for
its extension and advancement.



a part of which was as follows:

Your committee, individually and collectively, disclaim and protest against the assumption and declaration elsewhere made, chiefly by some of the journals
of this city, that any of the members of this committee have been in anywise influenced or solicites
by any railroad or other corporation whatsoever, and
that it is not blassed in any degree by any such consideration nor does it believe that a solid meeting.

V. Harnett, Abram S. Hewlit, George R. Rend, Henry R. Beelman, B. F. Romaine, Frank R. Houghton, Bush, L. J. Callinnan, H. C. F. Koch, George De Forest Barton, Frederick G. Browne, H. H. Cammann, Corman, jr., Charles A. Schermerhorn, Edward Oppenhelmer, J. Edgar Leaycraft, John T. Farley, H. W. Those appointed at the protesting meeting were Camp. Lawson N. Fuller, W. R. Lowe, George W. Da Cupha and James D. Hayden. Lawson N. Fuller

construction of a inter-teach by been persistently objected to by the authorities. This grant would be a relief of at least one third of this congestion of pasenger traffic, and would be virtually intracdiate.

This committee does not the put itself on these names were ndded: Killaen Van Reusselner, to take the place of Mr. Fuller; ex-Mayor Franklin

side of this city. However, our compatitors advance suggestions merely as tentarity.

Any underground railway would effectually neutralize and destroy the erection of such elevated railway is capitalists because of rival consention and destroy in the electron of rival consention and elevated railway system whatever. We also believe in comprehensive ripid transit not alone for the west side, but also for the great pourth side, compelling the Twenty hird and Twenty fourth wards, and in order that the article was side and also for the great pourth side, compelling the Twenty hird and Twenty fourth wards, and in order that the article was in an extremely nervous and hystochest condition.

Before Judge Barrett yesterday Howe & Hummel to subtained a writ of habous coping for the production of the various routes already acquired by subarrien rapid transit companies.

When Dr. Lozier closed the reading of the memorial was not in the control of the library in the control of the cities of the production of the dilect and the cities of the production of the dilect in the supreme Court. Cannier, his morning the production of the dilect and the cities of the production of the dilect in the supreme Court. Cannier, his morning the production of the dilect and the content of the production of the dilect in any attention.

Committee of Twenty-five which was read aloud. In part it was:

Gentlemen: At a meeting at the Real Extate Extange and Auction Room in this city on Wednesday. Amount 4 is a his for the purpose of folding action in reference to the rapid transit problem in the city, the resolutions hereto amount were adopted and a committee was thereafter appointed, pursuant to the requirements of such resolution, for the purposes therein mentioned. At the meeting of such committee held this day the following minute was adopted and was directed to be submitted to your honoralliseds, toge her with a copy of the resolutions passed at the meeting of January 4:

"The City of New-York has reached a critical point in its history. Its growth, development and prespectly are suffering scrious impairment from the utter insufficiency of the passed broast facilities. The existing transportation facilities are concededly in adequate in relation to speed, space and capacity. As a consequence of this people who would observed as the station to speed, space and capacity of the property of the profit of since lines of railroad, which had one of their main sources of income in distribution this overflow of New-York has the of railroad, which find one of their main sources of income in distribution where the property of New-York has the offerness and capacity of New-Jersey. The Long Jeland Railroad and the forms radiating in every direction from the city's water from are similarly occuped. With an adequate system of rapid transit in this city a very large part of this overflow wand settle within its limits, contributing to its growth, development, industry and general prosperty."

The meeting which appointed the committee was When Dr. Rozier closed the reading of the memorial When Dr. Zozier closed the France of the members was general applause. He aunounced that Orlando B. Potter would represent the committee of dissenters, and Mr. Potter took the foor. He flerated and this constituted legal service. W. M. V. Chandar, and Mr. Potter took the floor. the views expressed by him at Wednesday's meeting a the effect that it was the duty of the Government to leave to private enterprise the carrying forward of great works of internal improvement. He recalled incidents in his business experience thirty-five years are when the people of New York believed that the singes and the existing streat railways would be sufficient to meet the demands of the city for all time to come. Later came the clovated roads. The people, in their relations to the municipal government, had shrunk from the investment and almost ridiculed the idea of rap4 transit in the air. Private individuals the cover certain majors belonging to Mrs. Steele, and it was arrest that Mrs. Steele's papers should be and it was arrest that Mrs. Steele's papers should be and it was arrest that Mrs. Steele's papers should be and lives are contained that Mrs. Steele's papers should be sufficient to meet the demands in the air. Private individuals the cover certain majors belonging to Mrs. Steele, and it was arrest that Mrs. Steele's papers should be sufficient to the foot that Mrs. Steele's papers should be sufficient to her today. She left the Glisey Horse are recommended for the cover certain majors belonging to Mrs. Steele, and it was arrest that the Glisey Horse at the foot of the remainder that Dr. Steele at the Glisey Horse are remainded for the countries of the remainder for a close rise in recommendation of her compact for a close rise in recommendation of her compact for remainder that Jrs. Steele at the Glisey Horse are remainded for the properties of the remainder for remainder that Dr. Steele at the Glisey Horse are remainded for the properties of the remainder for remainde uals, however, were undaunted, and had invested their own capital in the enterprise. The ploneers of those times and gone forward in their work, and they were entitled to all the profits acquired by reason of their courage and ultimate success. The system of ele-vated roads had proved itself to be the safest system ment renesty for the existing evils.

As an immediate remeal, it was considered that existing a vided religional companies might have itional tendings facilities accorded, and an additional track sutborized, under proper conditions by the compensation for private property taken dail required. This seems to be compelled by the logic he situation and the popular demand for immediate of. of carriage ever devised. There never had been a a seem hevised equal to it in point of sufety-and it cas purely a New-York idea put into practice.

similar ideas to those of Mr. Potter. He thought that with judicious management relief mucht be afforded, in the direction of securing rapid transit by requiring cable cars as now being introduced and horse cars to stop at certain regulated points to let off and take on passengers, as in the case of the ele-vated roads. But the problem to be solved was quick varied roads. But the points. He believed New transit between distant points. He believed New York had the best system of ripid transit already that and 42 seconds. The hydraulic steering near was york had the best system of ripid transit already that a find containing to hard over in 10 seconds, and have deviced and that a judicious extension put from amidships to hard over in 10 seconds, and

be required. This seems to be compelled by the logic of the situation and the popular demand for immediate relief.

The committee concurs in the opinion recently expressed by Mr. William Steinway, president of your commission, first, that real rapid transit by elevated from or steel structures is practically impressible; second, that rapid transit by underground railroads at planned by the engineers of the commission is market be engineers of the commission in market the underground franchise it had created. Since private capital has refused to undertake the construction of an underground road, it is the duty of the manetpality itself to assume the enterprise. The construction and ownership of such a railroad is assumen a legitimate function of the municipal government as the building of bridges, viaduets, sewers, aquednets, or the opening and maintenance of structs, parts and public places. Every constleration of public policy that warrants the one mages the other, and in a city clean such at the sweer of the water sundy systems perform as necessary and as vital public functions as the street, the sweer of the water sundy systems. To accomplish this result it is respectfully submitted that no male hift should be adouted, but that step should be immediately taken to accomplish a speedy and permanent solution of the problem.

Whatever may be urgued against the construction of the water was the underlyality, more may be said in favor of that course, and it is in view of this that the meeting on Wednesday, and that of the committee to day, stand in favor of a departure from the principle which has hithested prevailed, that this great public necessity for rapid transit should be settled through private arenales. The arrument assume actions retion by the private arenales.

cay, stand in favor of a departure from the principle which has hitherto prevailed, that this great public necessity for rapid tenust should be settled through private aponeties. The argument argument resides that has been private aponeties. The argument argument that has the manicipalite. If not purely theoretical, resolves itself into this: That our officials cannot be intrasted to hald the new roud or road, or manage them when built, wholly in the interests of the people. Extravegence and worse are forced. We do no believe this. But granting for the nurposes of argument, that the assertion is well founded, we submit that any such extravagance, or worse, of our officials in constructing and operating the new system, making it as large as it is possible for even political prejudice to put it, would surely extort from the public.

We have no desire to criticise, nied in referring to the existing elevated rulinoad companies are merely stating the facts. Your Commission well knows that the stating the facts. Your Commission well knows that the stating the properties the consequence of this city have to pay, and will be compelled hereafter to pay, millions annually. This profit we believe exceeds that which any frond craft or inapacity, within even remote probabilities, of official acton, can extract from the pockets of the profit. If your Commission hands over the franchise for the new system to private India.

FIGHT OVER A SURFACE ROAD FEANCHISE. THIRD-AVE. PEOPLE'S BOND FORFEITED-THE METROPOLITAN SYNDICATE IN LEXINGTON COL.

The franchise for the extension of the Lexington

ave. line from Forty-second-st, north to Ninety-eighth-st., and eventually to the Harlem River, was sold by Controller Myers yesterday. It was knocked down to the Metropolitan Traction Syndicate, which has assinilated most of the surface system of the city. Its connections will extend down to Twenty-third-st out the country monthly in cities and through that thoroughfare to connect with the broadway road. The cable is to be the motive power roadway road. The cable is to be the motive power all these roads. The sale was not finished with. York Central.

## Positively Last Week YORK WATER COLOR CLUB

FIFTH AVENUE ART GALLERIES, 865 FIFTH AVE. DAY AND EVENING. ADMISSION, 25 CENTS

out a "fracas." The Third-ave, rathway people have had their eyes on this franchise, and tried to prevent the sale through an injunction, obtained in the name of rhally Abrahams, a taxpayer, restraining the Con-

politan syndicate; Henry Hart, of the Tidrd-ave, road, use of transfer tickets or some such plan.

Street and Pavonia Ferry Railway Company, bid oneon behalf of the Third Avenue Company, bld three itter. Mr. Lauterbach, being the highest bidder, th

Then the trouble began. Mr. Lanterbuch refused put up the \$1,000,000 deposit check, declaring

protest against the sub, and he will also contest to forfeiture of his company's \$50,000 bond. The inti-instrument was signed by Fre-sidem William Remsel of the Lexington Avenue Kulivaat Company, and hillenry Hart, as vice-president of the Third Avenu-Raliroad Company.

MRS. STEELE LEAVES HER HUSBAND.

HER LAWYERS GET A WRIT OF HAREAS CORPU

Durrant was med in the corridors of the hotel by Dr acting for Dr. Steele, last night informed Mr. Hummel that he would see Mrs. Steele at the Gilsey House a and it was served that Mrs. Steeles papers standard returned to her today. She left the Gilest Hasse and, escoried by Mr. Alien, went to the hotel Vendome. Lewin incrineer, an attorney, of Philadelphia, acting for the Caldwell escale, took charge of the two lovs. Clarence and Richard, who are how in Philadelphia in cause of their grandmother. Mrs. Steele will begin a suit for limited divorce.

MANGET VRING WITH THE MONTEREY as purely a New York idea put into practice.

Ex-Mayor Franklin Edson followed and expressed trial trip of the coast-defence vessel Monterey yesterday she spent two hours in manoeuving and in having turning and backing trials and testing her hand and hydraulic steering year. During the various trials With both engines going shead and helm hard ever a complete circle was turned in 5 minutes and 30 secversed, a complete circle was turned in 4 minutes

transit between distant points. He believed New York had the best system of repid transit already that had ever been devised, and that a judicians extension of the elevated system would produce the greatest reset in the quickest time.

Fortham noores put in an interesting form his views, which accords to the devised system. He related any which favored the Maniatian System. He related any which favored the Maniatian System. He related any which favored the Maniatian System He related any which favored the Carried Rock 1944 after Vanderill over the Germed Rock 1944 after Vanderill over the Germed Rock 1944 after their completion, faring which Mr. Vanderilli their completion, faring which Mr. Vanderilli the country of maintenance would be successed.

Fortham nor bridge, their operators would need practically an iron bridge, their operators would find practically an iron bridge, their operators would find practically an iron bridge, their operators would find that the count of maintenance would be successed.

George W. Da Cunha did not seem to care a countrest through the heavens above or through the earth anders the count bring forward people who would construct it in four years, and institute that no privileges should be afforded the Menhatian Company which should instruct with any possible tance when the structure a for the Western Fort variety. J. J. Calbaras arried the bridge of the fundance of the western through the heaven's structure at for the weard of the committee of Efficient respecting the expension of the western through the proposed to any environment which the leaven's structure at for the weard of the committee of Efficient respecting the expension of the committee of Efficient Proposed to any entire through the factor of the formation of the western through the factor of the forma and commendatory letter from General Micros, upon the merits of the entons papers submitted on his lecture, received by the college Journal, was made public, and also the intention to invite the mayors of cities to hear the next lecture in the course, by Producti Self Low, of Columbia, on "Municipal Government and the Dutles of Young Men in Connection Therewith," Senator Manderson will be unable to lecture on March 3, as announced, but his lecture will be given later.

THE JUDGE MODIFIED THE JURYS VERDICT. Ottumwa, Iowa, Jan. 6.-Judge Dewey made a departure in the Peco case at Oshalcosa, where the jury and fixed the peanlty at death. It was not clear that the judge had the power to modify that verdict but he concluded to take the change of being right, and so reduced the genalty from death to twenty-five years' imprisonment.

OBITUARY.

MAJOR JAMES P. FROST.

Boston, Jan. 6 (Special). Major James P. Frost, paper work was as a correspondent of "The and Navy Journal" of New York, and later he employed on "The Saturday Evening Gazette." He joined "The GI be" staff inter, and in this connection e had worked in various capacities, as reporter, city editor and financial editor. He was an expert rifle shot and won upward of fifty valuable trophles. addition to his journalistic and military duties he had served for some years as press agent of several theatre-

PETER E. TARPY.

Peter E. Turpy, the owner, manager and editor of "The New-York Engle," died at his home, No. 50 but One-hundred and forty-second-st., at 9 a. m. yes

erthorn Pennsylvania.
Portland Ore. Jan. 6. William S. Ladd, the pleneer niker of this city and one of the wealthirst non on the

cary three years ago, and was graduated from the College a Physicians and Surgeons, this city, in 1850. He always practised in Brooklyn. He was appointed police

METROPOLITAN HANDICAP ENTRIES.

SINTY-ONE NOMINATIONS, AS AGAINST FORTY-SEVEN LAST YEAR.

The entries for the Metropolitan Handicap, to be need or over the New-York Jockey Club track in the coming ason, were announced last night. This year they numthis are \$200 cach, had folded, of \$10 if decired by F bruary 20. The distance is one unite and an eighth, and the added money is \$10,000. Here are the entries: Wild-worst, 4: Lady Violet, 3: Dr. Hastrouck, 5: Pickpocket, 4: Glenmoyre, 3: Pactolus, 4: Vorkville Bells, 4: Law-less, 8; Hanquet, and; Demuth, 6: Nomad, 4; Raceland, thew, 1; Steve Pates, 4; Silver Fox, 4; Sir Francis, Beausey, 5; Mad-tone, aged; His Highness, 4; St. Methel; S; Charace, 4; Alonzo, 4; Candelabra, 4; The Ironmaster, 4; Victory, 4; Sel-piner, 6; Wilke L., 5; Rey dei Rey, 5; Lountana, aged; W. B., 4; Riome, 4; Kennebec, 4; Russell, 5; Mars, 4; St. Florian, 4; Ambulance, 4; Russell, 5; Mars, 4; St. Florian, 4; Ambulance, 5; Lamolichter, 5; Lamolichter 5; Jos Cotton, 4; Adaibert, 4; La Tosca, 5; Lamplighter, 4; Locohatchee, 4; Vestibule, 4; Julien, 4; Parvenue, 4; Sir Arthur, 4; Pichnicker, 5; Stockton, aged; Two Bits, t; Pessara, 5; Cassius, aged; Runyon, 3; Spartan, 3; Far-aday, 4, and Wadsworth, 4.

the following are the other stakes which closed on January 2 for the spring meeting, and the number of entries received in each: Bariem Stakes, 120; Debutante, Throngs Neck Statics, 42; Pocanteco Handicap, 64; Vreedland Handicap, 73; Baycherler Stakes, 47; New-Vreenand Hannicap, 33, Baycherter Stakes, 41, New-York Jockey Club Handicap, 30; Tobergan Side Handicap, 60; Cherry D.Limond Handicap, 62; Hudson Ever-Stakes, 43; New-Ruchelle Stakes, 60; Long Island Hand cop, 59; All Breeze Stakes, 34, and Fort Schnyler Number, 48. Those stakes which closed for the fair meeting and the number of entries in each are as follows: White Plains Handicap, 210. Mount Vernon Stakes, 162; takes, 121; Peliam Bay Handicap, 08; matian Handreap, 10, and Country Club Handleap, 53.

RUMORS OF A BIG ELEVATOR TRUST.

It was learned yesterday that efforts are being made to form a big elevitor trust. The Grane Elevator Company of Cheage and the Otis Company of New-York have cose two companies have of recent years been close. these two companies have different years been close. The two bit companies, however do not want any formidable competters, and it is understood that the Srephanostacturing tempony, the Waitto Elevators Company, the Standard Elevator Company, the Graves accepter Company and other concerns of the kind have consider Company and other conceins of the kind have been asked to join hands with the two larger companies, and that some arrangement be entered into about a price distinct line it me. The arrangements for combining the in-terests of the elevator companies are not all complete, but a big combination probably will be formed. I heard that the Grame and Ous companies for some time have been trying to form a combination," said John Cabet, treasurer of the Whittier Company, when seen last evening, "but I do not think that final arrangements have been under "The Frame and Otto combination anyhors, were

ande. The crane and Otis companies anyhow prac-have central of the trade." A. G. Mills, vice-presi out of this Otis Company, declined to talk on the subject

Washington, Jan. 6.-Lieutenant-Commander Z. L. Gun-ner has been ordered to examination for promotion. Lieu-tenant-Commander W. H. Welb is ordered from the Nor-folk Nava! Hospital as executive officer of the receiving-

When in the course of human events it becomes necessary to recom-mend some brand of Smoking Tobacco, we unhesitatingly pronounce

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TAMMANY'S GRIP AT ALBANY.

CROKER'S HAND FELT IN THE MAKE UP OF THE ASSEMBLY COMMITTEES.

LARS FROM THE TAXPAYERS OF THIS

FOR THE THE BENEFIT OF THE BOYSES AND

THEIR PRIENDS. FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE

Albany, Jan. 6.—One can mark in the talk and de-canor of the Tanimany Hall members of the Legit. In their minds the State Legislature now is na etition of the New York Board of Aldermen, With William Sulzer, a Tammany Hall man, as Speaker of sembly, and with William P. Sheehan, an intipersonal friend of Richard Croker, as presiding or of the Senate, the direction of legislation is indeel largely in the control of the Tammany Hall organ-ization, and no legislation hostile to it can be passed. Speaker Sulzer showed that he comprehended that fammany Hall now controls the Legislature by making lay at the Hoffman House, in company with Richard roker and William F. Sheehan. In the performance of ills work Mr. Croker and Mr. Sheehan doubtless die ubsequently at Albany from hostile legislation. Com-

Works, that further millions be expended in opening

ent of the Annexed District, the opening of the new streets in it, and the connecting of the new to be expended in this direction. However, ago, when the described the magnificent "speedway" that should be built between the new parks north of the Harlem. ntroduce this Speedway bill on the first day He It is now said that he will submit the act to the anate when it again meets on Monday ev Hugh J. Grant also said that a broad strip of

territory on the southern edge of Westonester County ought to be annexed at once to the city of New-York. Mr. Grant's scheme, if carried out, would incorporate Yonkers with New-York, and villages and towns to the castward of that little city to Long Island City. Members of the Legislature think that bedded this scheme and the speedway scheme there is a big University of New-York upon "Surgery." He left a coheme and the speedway scheme there is a big tentre and eight children, six sons and two daughters. The same crowd of politicians, it is said, have already no of the sons is Dr. Joseph M. Creamer, the Coroner of made several bandeed thousand dollars out of the made several bundred thousand dollars out of the granting of a charter to the "Huckleberry" street rallway in the Annexed District. This railroad, it i said, possesses old charters which permit it to run through the portion of Westchester County which i is proposed to add to the territory of New The value of the railroad franthis territory is annexed to York, would of course be immensely enhanced. The Tanimany Hall politicians and the Democratic peliticians of the interior of the State who have made money out of the "Huckleberry" railroad "deal" will of course see to it that the city authorities of New-York continue to adopt a friendly attitude toward that corporation. It will be the principal street rollroad corporation not only of the Annexed District but of all territory added to New-York north of the Harlem River. The friendly personal attiaf the Hariem River. The friendly personal and that toward this corporation of the present Tammany Hall rulers was strikingly shown by the granting to an allied street railway corporation of the right to use the trolley system south of the Harlem. It was Mayor Grant who conferred this additional great franchise on the men who control the "Huckleberry"

franchise on the men who control the "Intersection".

It is hinted in Adhany that possibly bills may be presented to the Legislature for the construction of other new municipal buildings in New-York besides the cinantic City Hall, which is now pianued, and which will cost several millions of dollars.

Every Tammany Hall Senator and Assemblyman sless counts upon the passage of a bill within a year authorizing the city of New-York either to build an underground rapid transit road or else to extend aid in the shape of millions of money to the building of such a read by a private corporation. Some Tammany Hall men hint that such a bill will be futroduced at the present session of the Legislature.

A LECTURE ON ARCHAEOLOGICAL WORK. A LECTURE ON ARCHAEOLOGICAL WORK.

Professor William Carey Poland, of Brown University,
Jetured last evening at Hamilton Hall. Columbia College,
hefore the New-York Society, Archaeological Institute of
America, his subject being "Excavations in Greece in
1892 by the American School at Athens." Professor
Poland is a son-in-law of Professor Albert Harkness, and
is a well-known classical scholar. He has been for several
spars counter of the Museum of Archaeology, and is now is a well-known classical scholar. He has been for several years curator of the Museum of Archaeology, and is now Professor of Greek art at the Brown University. He was director of the American School at Athens in 1801-1802, and made excavations in various parts of Greece. The excavations in which Professor Poland was personally interested were melity in amphitheatros in Athens and classifiers. He urged the value of the work as contribuing knowledge upon Greek architecture of the ourset type, and also as an aid to the study of literature, much of which is in the form of plays or choruses, which were hibited phaster casts of this head and of other objects of art which he had unearthed, and illustrated his lectur-with stereopticon views. At the close of his address Dr Waldstein, who was his colleague in the work, spoils heledy of the value and extent of the explorations in

Washington, Jan. 6.-The Ministers to the United states from Mearagua and Costa Litea yesterday cabled their respective Governments asking an official state ment as to alleged imminent war between the two Reas asserted in a Panama dispatch Charge d'Affaires of Costa Rica, Signor Calvo, to-night received a cable reply saying: "The Minister of Foreign Alfairs of Costa Rica says the rumors dreulating are groundless and peace is perfect." As Costa files was represented as being the aggressor in this matter, this telegram is accepted as conclusive by both Simisters.

AN AUTHORITATIVE DENIAL OF WAR RUMORS

## Ladies,

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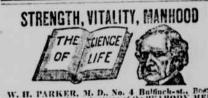
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THE MEXICAN BORDER WARFARE.

NEED OF A RAILROAD ALONG THE BOUNDARY-

GOOD WORK OF THE TEXAS RANGERS. Washington, Jan. 6.-The War Department has adopted no new policy concerning the better preserva-tion of order on the Mexican border, and, to quote a prominent official of the Department, "order cannot

entirely maintained until a railroad is built along the dividing line, thus insuring the quick transfer of troops." An order has been issued for a new flying telegraph line from Fort McIntosh, Tex., to insure quick transmission of messages from the seat of the trouble, and Licutepant J. E. Maxifeld, of the Signal Corps, has been directed to build it.

There is no truth in the report that the 5th Cav-

alry, now in the Indian Territory, has been ordered to reinforce the troops now in the field in Texas. General Schotleld said this morning that there were already sufficient troops to Texas to suppress an up-rising much more formidable than the present appears to be. The three troops of the 7th Cavalry will remain there for some months, but the four troops of the 3d Cavalry recently ordered to Fort Riley, Kan., will start for that post as soon as the present troubles on the border are at an end.

Austin, Tex., Jan. 6.—Adjutant-General Mabrey, in

his report to the Governor on the operation of the Ranger force during the Garza campaign, will make some interesting statements and sufficient to warrant some legislation looking to an increase of the force. Speaking of the Garza trouble, General Mabrey says: "From the apparent profit which smuggling offers it seems to be a fruitful source of crime against the Mexican Government. These smurglers are citizens of Mexico, who know the demands of and the methods to reach customers in the interior. They are outlawed by the Mexican Government, and fights are frequent between them and the Mexican soldiers. From hatred of these troops, and the fact that they are shown little quarter in battle, they are always ready to leader, who proposes to create trouble on the border, They are material for ready droft to any movement of the Garza character."

General Mahrey details the features of the campairs, claims usuals the features of the cam-pairs, claims great credit to the Rangers, and says that but for the ceaseless activity of that force, and the United States troops, the whole region would to-day be under the power of maranders who flocked to Garza's standard.

DR. PARKHURST'S MYSTERIOUS VISIT.

HE HAS A CONFERENCE WITH JUSTICE TAINTOR

AT THE POLICE COURT. Dr. Parkhurst, two young women, Mr. Maratt, an igent of the Society for the Prevention of Crime, and stenographer entered Yorkville Court late vesterday fternoon, and went directly to the private examination room. There was considerable secrety about their movements, and it was expected that the Doctor would apply to the police magistrate for a warrant. After the victors had entered the room Justice

After the visitors and entered the room Justice fainter left the bench and joined them.

Dr. Parkhurst and his companions remained in the soon for some time in consultation. Justice Taintor left the room several times apparently to get subeneas and summonses.

Clerks and other court officers tried in vain to get n idea of what was going on in the private roo When it became known that the Justice had dispensed with the official court st nographer, a rumor became urrent that the proceedings would lead to a big untent that the proceedings would lead to a big shake up" in the Police Department. The session was long, and it is believed that considerable evi-dence was taken. Justice Trinter refused to allow any information regarding the conference to be given out. When spoken to be said:

"This is strictly private, and the examination is of great importance. This investigation is to determine whether warrants will be issued and arrests made."

He declined to make any other explanation.

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ship Planidin.
Harciona, Jan. 6.—The United States flagship Newark. from Smyrne and Cadis, has arrived at this port.